

Summary of Executive Committee Preferred Alternative Recommendations: Remaining Issues/Elements

(15 members participated in voting; 9 votes (60% per Executive Committee operating guidelines) were needed to pass a recommendation. Some agencies present abstained from voting on all or specific elements.)

MAJOR ELEMENT	EXECUTIVE COMMITTEE RECOMMENDATION	COMMENTS
TRANSPORTATION DEMAND MANAGEMENT		
Expanded TDM Program: Pricing Strategies	Approved (10 Yes): "Support use-based pricing in region as part of regional strategy." (Region should examine feasibility as part of separate study)	
TRANSIT		
High Capacity Transit: - Bus Rapid Transit (BRT) - Fixed Guideway - Commuter Rail	Approved (Consensus): BRT is preferred strategy.	
Study HCT in Central Core Area	Approved (12 Yes): Continue study of fixed guideway in central core area in concert with Trans-Lake and Sound Transit Phase 2 studies.	
ROADWAY		
I-405 Expansion - Add 1 Lane - Add 2 Lanes - Add 3 Lanes	Approved (14 Yes): Add up to two main line lanes in each direction to I-405. Include additional auxiliary, truck climbing and collector/distributor lanes to improve operational efficiencies as needed.	

Lane Balance: 3 rd Lane South of I-90	Failed (Consensus): Do not include 3 rd lane south of I-90 in preferred alternative*	* Consideration of additional auxiliary, truck climbing and collector/distributor lanes is addressed above under I-405 expansion.
SR 167 Expansion - Add 0 Lanes - Add 1 Lane - Add 2 Lanes	Approved (11 Yes): Add up to two main line lanes in each direction to SR 167. Include additional auxiliary, truck climbing and collector/distributor lanes as needed. Subject to resolving environmental requirements and terminal points.	
NON MOTORIZED		
Bike and Pedestrian Long Trails	Approved (Consensus): Include bike and pedestrian long trails.	
OTHER ELEMENTS		
Preserve BNSF Right-of-Way for Future Transportation Opportunities	Failed (Consensus): Do not include preservation of BNSF for future transportation opportunities in the preferred alternative. (*See Comment)	* Send letter to agencies with responsibility stating interest of I-405 Program Executive Committee in preserving future transportation opportunities in BSNF ROW.
Manage Up to 2 Lanes on I-405	Approved (12 Yes): Manage up to two lanes each direction on I-405. Subject to conditions and further study.	
Utilize Tolls as a Management Tool	Failed (Consensus): Do not include tolls as management tool in preferred alternative.*	* Tolls should be addressed under the regional pricing element discussed previously.